

MINNESOTA MG GROUP



The Gazette

The Official Publication of the Minnesota MG Group

From the Boss

Greeting LBC Car Drivers,

You all received the pre-newsletter blurb reminding you of dates for upcoming events but let's expand a bit on that. As fast as the MG's were at Road America, I am sure summer is racing by for all of you. I really cannot believe

August is here. We have met so many in the MG family at events all with a fondness for our LBC's. Our drives to Eau Claire WI, Traverse City MI, and Dubuque IA all were fun, even with some rain enroute. But always, having a successful club and a great event necessitates member participation. Lots of work goes into organizing these events, both large and small. So as always, I encourage you all to drive your cars. And if you are driving them why not learn a little more about them. While at national meets you can see things like a John Twist rolling tech session. Maybe not on the same scale we have club members right here happy to answer questions about your MG too. We have traveled hundreds and even thousands of miles enjoying most every mile. I am here to tell you MG's can be reliable with some preventive maintenance.

One topic that often comes up is "where is the next generation of MG owners going to come from?" To that I say let youngens' drive your car. Teach someone how to drive a stick. Share tales of road trips. Let parents take pictures of their kids in your car. Remember that anyone that is younger than you may fall into that category. Foster the thrill! So let's get on to coming events: The **InterMarque Picnic** is Sunday July 28th at Cherokee Park in St Paul starting at 1 PM. The Minnesota MG Group will again be hosting for



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Special points of interest

- From the Garage by Dave Braun, A Back-up Fuel Pump
- New Members listing
- Check out updated BritFest Flyer on Page 10. New times (9-2). Bring a donation
- ST Paul Cruze Night
- NAMGAR-44 Pictures

From the Boss (Con't)

the month of July. Bring a chair and maybe a side dish to share. MMGG will be bringing chicken and water as past years. All InterMarque enthusiasts are invited to attend. **If it rains, it's cancelled but who knows**, if cows are not flying by, we may still be there!

August starts with the **officers & members meeting** Thursday August 1st. This month we will be next door to the Hudson House Grand. See you at the Pizza Hut, 1550 Crest View Dr, Hudson, WI 54016. Come and share MG stories or comments on the club. August 3rd don't miss out on **MN C&C** (previously known as Minnesota Cars and Coffee.) The event is held on the first Saturday of each summer month, 7AM – 11AM. **Remember-rain or shine.** This is a free event, with coffee and donuts provided by our sponsors. MMGG expects to be in the North parking lot in the Euro area from 7AM to 11AM at Mystic Lake Casino. **Staging in the show lot begins at 6:30AM with an official show start time of 7:00AM.** 2400 Mystic Lake BLVD, Prior Lake, MN 55372 **Remember the location has moved from Canterbury!** After the C&C about 10ish head over to Gene and Becky's garage for more MG camaraderie!

Then straight away is **BritFest** Saturday August 10th and **we some need volunteers.** 3-4 people for 10-20 minutes to set up and take down event tents, 2-3 people to take care of things at the Registration Tent. 8 a.m. until ? 4 people to help with putting up and later taking down barricades. 8 a.m. - 8:30 a.m., and 2:30 or 3:00 for another 15-30 minutes. 2 -3 people to help park cars. 8:00 - 10:00 a.m. When we get to trophies & raffle items, some assistance in handing things out and getting photos. Sure it sounds like a lot of people, but the majority are short time period tasks. Remember to tell Bob (Andy) to tell me to go indoors out of the sun and relax once in a while. Oh yeah, please contact Bob with BritFest in the subject to sign up to help for a bit. robwander1@juno.com

The **North St Paul History Cruze** Friday August 23rd. held downtown North St. Paul on 7th Ave, between 1st Street & Charles St. With music by DJ/Karaoke <<http://www.historycruzer.com/events.htm#bands3>> (by River of God Church) / Route45 <<http://www.historycruzer.com/events.htm#bands1>> (Across from Neumann's

Bar) / The Hacklewrappers <<http://www.historycruzer.com/events.htm#bands5>>, formerly known as Highway 61 (By Sidewinders) It should be a great night. Please drop Paul an email, plyon1962@gmail.com with History Cruze in the subject line so we have an idea of attendees and their cars.

The Nordeast Scavenger Hunt has now been re-branded a **MG picnic** and moved to Sunday, September 1st, Labor Day weekend, from 1 to 5:00 p.m. at Dawn Williams house, 951 18-1/2 Ave NE, Mpls **and not August 24. It will be potluck** and Dawn will provide beverages. Everybody should bring a chair and a dish to share and I'll have two charcoal grills available if anybody wants to bring meat to cook. Ken Wanovich will provide the entertainment. Everyone loved his music last year. Dawn will try to get the street blocked off again for parking our cars. The **Osceola Wheels and Wings** event is Saturday September 7th. Just like last year this event requires a preregistration so please go over to <https://www.wheelswings.com/car-show-registration-2019.html> right away to sign up and support their cause. Watch the website for final plans on a meeting place to travel to Osceola together. Let me know if you want to lead a group with the best thing being *you get to pick the meeting place!!* After you sign up please drop me a line so we can keep a running count. We still hope to get a garage tour in this September so watch the calendar for updates. October 12 will be the **Fall Color Tour-BMC OPEN HOUSE**. Watch for updates and a meeting place to start our drive. If you want to be the one pick the starting place please let me or Diane know. And lastly the Annual Business Meeting is fast approaching. November 9th will be upon us only about 3 months away. As I've mentioned previously - the club needs people to step forward to fill our officer positions.

WE need members to step forward to fill club officer positions. We need a President and Vice President to take hold of the club rudder!

Remember, this is your club!

See you on the road.

Gene

From the V.P.



For those of you who missed NAMGBR and NAMGAR in June and July both were a great time. Steve and I enjoyed both events and wished money grew on trees so we could continue to travel on the country roads throughout this great country in our MG. Unfortunately, reality set in and we had to return home to take care of our property and get back to work so we can save for the next road trip. To find photos from each event, check out my Facebook page.

August looks to be a busy month for car events. First, up on Saturday, August 3rd be sure to head over to Mystic Lake Casino in Prior Lake, Minnesota for Cars and Coffee. The details have already been emailed to you but if you missed the email or can't find it here is what you need to know. The show runs from 7:00 am – 11:00 am, rain or shine. There's no charge, and there'll be coffee and donuts provided by sponsors. The Minnesota MG Group is expected to be in the North parking lot in the Euro area. Staging (parking) for the show lot begins at 6:30 am with an official show start time of 7:00 am. And the best part is after the show everyone is welcome to head over to Gene and Becky Cooper's garage for more MG camaraderie!

On Sunday August 4th, for folks that live in or near Eau Claire, there's a car show we've attended for over 20 years. It's located at the fairgrounds in Chippewa Falls, name the Indianhead Car Show and Swap Meet. It's held on the first Sunday every year in August. It's composed of mainly classic American cars, but there's room for our British Iron as well as it's open to any Marque. There's a swap area, and at the end of the day, they have a drawing for folks that registered their car to win cash. We've won several times, who knows maybe we'll get lucky again this year. If you're curious here's a link for the show. <http://indianheadcarshow.com/>

The second weekend, August 10th is Brit Fest in Hudson. Most if not all of our MMGG members have attended Brit Fest through the years and this year it's going to be another great day! Bob (Andy) Anderson is the chair and is busy putting the event together. If anyone would like to pitch in and help, please send him an email at robtwander1@yahoo.com

The North St Paul History Cruze is ready for a British invasion! Make your way to downtown North St. Paul (7th Ave, between 1st and Charles Street) on Friday, August 23rd. The lot designated for our group can hold up to 24 cars, so let's fill it up! Paul Lyon has worked hard to get our club to be the featured club of the night. Thanks, Paul! If you plan to attend please

Minnesota MG Group Officers & Executive Board

President **Gene Cooper**

612-310-1167

mgbcraz@gmail.com

Vice President **Diane Rindt**

715-379-6001

Drindt4271@yahoo.com

Past President **Bob (Andy) Anderson**

651-439-6876

Robtwander1@juno.com

Treasurer **Paul Lyon**

651-246-8017

Plyon1962@gmail.com

Secretary **Buck Malik**

715-386-7010

cmalick2@gmail.com

Newsletter **Ed Schultz**

952-381-9596

Eds74MGB@gmail.com

Regalia **Jennie Anderson**

952-854-2505

Jasweets55@gmail.com

Webmaster **Chris Cooper**

Minnesota MG Group Coordinators and Representatives

New Members **Jon Bergquist**

952-758-6070

Jonbergquist1116@gmail.com

InterMarque **Jim Penoyer**

763-536-5472

mgadriven@yahoo.com

MG Girls **Elena Biessener**

651-337-0681

Elen2b0916@comcast.net

The Minnesota MG Group was founded in 1987 and is dedicated to the preservation, restoration, maintenance and enjoyment of the MG cars. MG car ownership is not necessary to be a member of the Minnesota MG Group. Correspondence can be addressed to: Minnesota MG Group – 15625 Woodland Circle, NW, Prior Lake, MN 55372.

From the V.P. (Con't)

email Paul at plyon1962@gmail.com. The show lot will open at 5:30 pm.

There's been a change on the August calendar. It looks like the party, *Northeast Scavenger Hunt* at Dawn Williams house has changed to Sunday, September 1st 1:00 pm -5:00 pm. It's a potluck style picnic. The address is (951 18-1/2 Ave NE, Mpls) Please let Dawn know if you plan to attend by emailing her at dawnbrody70@gmail.com

Lastly, I finally had time to post photos from Rendezvous 2019 on our club website if you're interested. <https://mn-mggroup.org/welcome-to-rendezvous-2019> Or you can find the same photos on my Facebook page.

See you soon!
Enjoy August and see you on the road!
Diane

Labor Day Picnic

It is official now, I have made arrangements to have my MG picnic on **Sunday, September 1st, Labor Day weekend**, from 1 to 5:00 P.M. at my house, 951 18-1/2 Ave NE, Mpls and **not August 24..** it's gonna be a potluck and I will provide beverages.

Everybody should bring a chair and a dish to share and I'll have two charcoal grills available if anybody wants to bring meat to cook. Ken Wanovich will provide the entertainment. Everyone loved his music last year. I will try to get the street blocked off again for our cars.

Vintage MG Ads



From the Garage by Dave Braun

It is possible for an SU fuel pump to die, either intermittently, or permanently, without having anything to do with the points pitting or failing. But I digress, I need to go back to the beginning. In 2006 Diane and her son Jason replaced the fuel pump when it failed on the way to a vacation. It ran really well for a number of years, and since it was the second newest component on the car when in 2012 when we executed "Maggie's" "wire wheel conversion that turned into a restoration" it did not get replaced, rebuilt or refurbished. The newest component was the exhaust, and in the future I'll tell a similar story about it. The fuel pump has stranded Diane with her 1970 MGB several times since the restoration. The fuel pump recovers over a period of a few hours or so, and each time I dutifully remove it, clean the points, reset the throw and put it back on the car. This little process has taken place in the home garage, propped up at the venue in French Lick, Indiana for MG 2014; I nursed it on the roadside in Gettysburg for MG 2018; and I missed most of the MMGG pool party last year because the pump failed on the way there. On that occasion, by the time the car was flat-bedded home, it started.



One of the many pump failures over this SU pump's time in service. The spare tire and wheel are under the car to prevent it from completely falling in the case of a slipped Jack.
Note: We travel with a ground support plate for our jack.

mined by the requirements of the engine. As soon as the armature gets near the end of this stroke, the 'throw-over' mechanism again operates, the points again make contact, and the cycle of operation is repeated." This is why you don't use a filter before the pump because if it is blocked the pump will stay in the points closed position and the coil will overheat. You do sometimes have to clean the internal filter on the pump, and often tapping on the side of the pump with a hammer (or suitable instrument) will reset the points and afford you some fuel delivery, until the points decide to hang-up or pit over again.

On the way to MG 2019 the pump went into full stubborn mode, Diane pulled over on a side road just off of highway 2, twenty miles from Manistique, MI in the Upper Peninsula. A kind senior citizen, Wayne, lent me his yellow pages which seemed more fun than using my cell phone to look up a parts store. Once we established the properties needed (continuous running, low pressure less than ~3 psi) the counter man at the Auto Value in Manistique assured me that he had a pump to fit the bill, and in fact was running it on his lawn tractor. Wayne drove me to Manistique, I bought the pump, some wire and fuel hose, and by the time we got back to the little MG, the SU pump had cooled and would tick in its familiar cadence. I put the SU pump back in place, and installed the standby pump just in front of the carburetor, picking up a handy white wire (no fuse, switched on with ignition) and a ground by the base of the pump. I didn't mount the pump, the hoses held it firmly in place, and I sat it on a nice rag to help stabilize it.

You see, I thought each time I cleaned and adjusted the points, I was fixing the pump, and did not realize that an entirely different mode of failure was occurring. I now surmise that the actual coil that moves the diaphragm to pump the fuel has been overheating due to the failure of the resistor internal to the coil housing. As a reminder of the operational process (from the workshop manual): *"when the pump is at rest the outer rocker lies in the outer position and the tungsten points are in contact. The current passes from the terminal through the coil back to the blade, through the points, and to the earth return, thus energizing the magnet and attracting the armature. This comes forward, bringing the diaphragm with it and sucking fuel through the suction valve into the pumping chamber. When the armature has advanced to nearly to the end of its stroke, the 'throw-over' mechanism operates and the outer rocker flies back, separating the points and breaking the circuit. The spring then pushes the armature and diaphragm back, forcing fuel through the delivery valve at a rate determined by the requirements of the engine. As soon as the armature gets near the end of this stroke, the 'throw-over' mechanism again operates, the points again make contact, and the cycle of operation is repeated."* This is why you don't use a filter before the pump because if it is blocked the pump will stay in the points closed position and the coil will overheat. You do sometimes have to clean the internal filter on the pump, and often tapping on the side of the pump with a hammer (or suitable instrument) will reset the points and afford you some fuel delivery, until the points decide to hang-up or pit over again.



The Holley Mighty Might in its emergency position during the trip for MG 2019 to Traverse City, Michigan.

fitting will accept 5/16" ID hose, but 1/4" hose will work empty, but quiets down when it is moving fuel. If the fuel needle controlled by the float in the carburetor prevents fuel from leaving the Holley pump, the pump is nearly silent, although it continues to run.

I decided based on the experience of the vapor lock that I would be installing the pump as a standby at the rear of the car. This is where all MG fuel pumps are located since the MG TF in 1954. On *Maggie*, a 1970 MGB, a hard line goes directly to the inlet of the SU fuel pump into a banjo fitting, and the outlet is a fuel hose with a banjo fitting and a clamp style opening on the hard line that goes to the carburetors. If I intended to install the standby pump before the SU fuel pump (either pump will pass fuel through the outlets when not pumping) I would need to cut the hard line after the fuel tank, route that line via a rubber hose into the standby pump inlet, and route the outlet of the standby pump into the inlet of the SU pump. To use the banjo fitting already in place I elected to purchase and trim to length Moss fuel line P/N 376-530, of course I also ordered a new SU fuel pump 377-161, and the outlet hose 376-540, along with some new fiber washers 370-650. It is important to remember that the hoses at the carburetors are 1/4" ID, while the hoses and lines at the rear of the car are 5/16", so plan accordingly. A two foot length of 5/16" fuel hose, some screw style clamps and a 1/8NPT male/female elbow and a 1/8NPT to 5/16 hose barb fitting took care of the things I would need to install the pump.

From an electrical standpoint, I considered just providing power to the standby pump, but I decided I would sometimes want to exercise the pump to assure it was working with the SU pump shut off. To accomplish this I needed a single pole three position switch. The switch has three terminals on the rear, the power comes into the center, and the other two terminals need to each go to a fuel pump. The center of the switch is the off position, and putting the pump in the full up or full down position will power one, or the other pump. Because the British convention is that down is on, the SU pump got the down terminal, and the standby pump got the full up terminal. Since the switch absolutely has to stay on while running regardless of the pump in use, I rejected the easy option of placing the switch somewhere on the rear bulkhead above the battery panel. I figured that luggage or fooling with the hood and the tonneau would result in accidentally selecting the other pump, or worse, select the no pump center position. I also wanted a location that Diane could reach from the cockpit, one that preferably would be accessible from the engine

Of course, when the SU pump at the rear would falter, the standby pump had trouble pulling the fuel the entire length from the tank, and vapor lock became a real problem on the way home as the air temperature rose considerably over the mid-70s we enjoyed in Traverse City. If we were in any traffic we had to stop multiple times, allowing the vapor lock to subside, usually picking out a canopy of trees or the side of a building for the requisite shade protection (as much as for the humans as for the fuel vapor). Eventually Diane and I arrived at home after enjoying a wonderful burger at King's in Miesville. Since I was the person not driving, I had ample opportunity to plan Maggie's new standby pump installation using the little Holley Mighty Might pump I purchased in Manistique for \$49.

The Holley pump's body is a hard plastic, and comes with mounting lugs, a pigtail of two wires potted into the body, mounting hardware and a combination filter fuel inlet with a 1/8NPT thread, and an outlet fitting. Both the filter and the



Caption: The emergency fuel pump I finally purchased became the main component of Maggie's standby pump feature. It is rated to 300 hp in diesel use.

bay so I could wire the switch and then just place it in a hole and tighten the mounting nut. I remembered there was a bit of room next to the bonnet release, and I drilled the accommodating 1/2" hole next to the bonnet release, nicking the release handle only a bit in the process.



Too far for a starter bit, so the wandering of the drill is an embarrassing artifact. But this is the location of the Switch. Up for standby Holley pump, middle for off, and down for SU pump.

the switch in its place. To power the standby pump I had to route the wire from the wire from the upper terminal on the switch all the way to the rear of the car. I secured this wire about every six inches to the existing under body harness using zip ties and trimming the ends off. At some point in the future I will incorporate the three new wires crossing the back of the engine compartment into some of the blue vinyl wrap that MGs used back in the day. I won't even

have to rewrap the wires, I'll simply apply a new wrap of blue over the existing bundle and the new wires.

The standby fuel pump was either going on the rear or the side of the battery bracket structure. The battery was pulled from its position and I removed the battery case (Moss P/N 241-040) for full access to the bracket structure. I tested the connections for power and continuity by placing the car's battery at the RH front wheel and connecting it by jumpers directly to the hot terminal on the starter and a good ground. I unclipped the ground battery when the testing was over. We had to leave for a week's trip so I contented myself with just "thinking" about mounting the pump.



The fasteners are 1/4" so the holes are just oversized

to pick up the metal so the ground wire would find a ground from under one of the bolts holding the Holley pump to the structure. The fuel line from the tank was cut and the rubber line was clamped to the remaining length of fuel line and routed to the standby pump inlet which now had the elbow fitting with the 5/16" barbed fitting. This left the SU fuel pump inlet open, and I placed the new line on the banjo fitting and checked the required length. You can

When we returned, first the new SU pump was installed, and the Holley standby pump was mounted on the side of the battery structure at an upwards angle (the preferred position according to Holley) using a star washer

trim the braid with a Dremel cut off wheel, finish the end with some scotch tape to allow slipping on the rubber finish piece to close off the braid. The outlet fitting on the standby pump had the straight 5/16" barbed fitting on it, and the installation turned out very clean.

I can usually do this kind of work with half a tank of fuel in place if I jack up only one side of the car. Because I was wondering if debris in the tank contributed to the vapor lock issues, I elected to drain the fuel once I had the car on the jack stands. Also, removing the rear road wheel adjacent to the pump on the RH side of the car affords additional access to the pump installation area. Be careful when you do this, and make sure you support the car at the frame just behind the front wheels, and then adjacent to the forward ends of the rear springs. If you are unsure of your skills in this area, ask someone experienced for some help the first time, and use good quality jack stands.



The pump mounted, the lines mated up, electrical done with a spade style disconnect, and zip ties used to secure the wires and stabilize the hoses. Because the braided hose could rub on the rubber hose, I made a zip tie stand-off. Finally, everything is fixed to the structure of the car, so lowering the car does not hamper the positions chosen for the standby pump system components.

standby pump system. It's always fun to compare ideas, and I hope this gives you a few for adding this convenience and safety item to your MG.

Safety Fast!

Dave

MN C&C

A few of us (very few in fact) made it out to Mystic Lake Casino on Saturday for MN C&C (formally Cars & Coffee). Our President, Gene, Mark Hill and I met at a bright and early 7:00 AM for a little comradeship and coffee. Yes, I know its an early Saturday get up and for those that are still working its hard to give up a Saturday sleep in but it is a fun outing. As small as we were we generated some enthusiasm as we signed up one new member. So, come on out to the next one if you get a chance.



No. St. Paul History Cruze MMGG is the "Featured Car Club of the Night"

August 23th (6:00pm - 10:00pm). The MMGG is the featured car club of the night and also that nights the Dash Plaque sponsor. As the featured club we will have a "premier" show-lot which is located in the heart of the action on 7th Ave which is No. St. Paul's main-street. The lot is just across the street from Neumann's Bar. The lot can hold up to 20 - 24 cars so please contact me (Paul Lyon, plyon1962@gmail.com) if you will be attending. The show-lot will open at 5:30pm with access from the back alleyway.

This year we also have access to a large apron at the front of the lot where we can have our club tent and flag. As the night's Dash Plaque sponsor we will be handing out the NSP History Cruzer night dash plaque. These are hot items and always draws lots of people to the club that is handing them out. It could be an opportunity to connect with people that did not know about the Minnesota MG Club.

Also, as the Dash Plaque sponsor the MMGG has the responsibility to choose the "Car of the Night". Keep in mind that there could be over 500+ cars to choose from. All makes and models. I'll need a couple of volunteers to work with me to select the car and present the winner with NSP History Cruzer Friday Night award.

I'll also need a few volunteers to meet me at the



show lot prior to the event (4:30 - 5:00) to help with any setup and to work the gate once the show starts to let in the MMGG club members. This should be lots of fun and a great night.

Please check out the North Saint Paul History Cruze web site www.historycruzer.com for more information. You will see that the MMGG club is featured in the Club Link section that connects to our site.

P.S. The NSP Cruzer organization is excited to announce that special guest Chip Foose will be joining them on July 12th where they will be there celebrating the events 25th Anniversary and will be raising funds for North St. Paul Food Shelf & North St Paul Veterans Park charity!

Directions

From West of North St. Paul:

Go east on Hiway 36 - Exit on Mc Knight Rd. take a right (south) on McKnight and proceed about 1/2 mile to the intersection of 7th Ave East. Take a left (east) on 7th. Proceed about 1/2 mile to NSP main street. Take a right (south) on Margaret Rd N. (the only signal light on 7th). Just after you turn onto Margaret take the first right on the alleyway and proceed about 1/2 block to the show lot.

From East of North St. Paul:

Go west on Hiway 36 - Exit on Mc Knight Rd take a left (south) on McKnight and proceed about 1/2 mile to the intersection of 7th Ave East. Take a left (east) on 7th. Proceed about 1/2 mile to NSP main street. Take a right (south) on Margaret Rd N. (the only signal light on 7th). Just after you turn onto Margaret take the first right on the alleyway and proceed about 1/2 block to the show lot.

BRITISH INVASION OF HUDSON

Brit Fest 2019

Vintage British Car Show



FREE ADMISSION to Show your Car!



August 10th, 2019
on Walnut Street in Hudson, Wisconsin
between 1st and 2nd Streets
(in front of Dick's Bar)



9:00am to 2:00pm
Awards presented at 1:00pm
Collecting non-perishable food items for the
Hudson area food shelf

Cars will be judged by
 Charity Voting
 proceeds benefiting



Big Brothers Big Sisters
 of Northwestern Wisconsin

See the areas Finest British Car Marques and Clubs

Attention British Bike Clubs/Owners!
You are also invited & encouraged to participate!

sponsored by



111 Walnut Street
 Hudson, WI 54016

for more information contact Bob Anderson - 651.439.6876 - robtwander1@juno.com

Volunteers Needed for BritFest

I need 3-4 people for 10-20 minutes to set up and take down event tents.

I need 2-3 people to take care of things at the Registration Tent. 8 a.m. until ?

I need 4 people to help with putting up and later taking down barricades. 8 a.m. - 8:30 a.m., and 2:30 or 3:00 for another 15-30 minutes.

I need 2-3 people to help park cars. 8:00 - 10:00 a.m.

Then when we get to trophies & raffle items, I could use assistance in handing things out and getting photos.

Sure it sounds like a lot of people, but the majority are short time period tasks.

Oh, and then I'll need someone to tell me to go indoors out of the sun and relax once in a while.

Email, Text or Call me, or write a letter, or send a telegram, just let me know so I can sleep nights.

THANKS.

Andy/Bob Anderson (robtwander1@juno.com)

New MMGG Members

An introduction to our newest MMGG Members:

William & Colleen Hanson of Plymouth, MN. Bill is looking for his MG and was one of the interested parties who joined us at the MN C&C last Saturday.

Greg and Mary Reynolds of Deland, MN. They drive a 56 maroon MGA.

Welcome to all of you.

Welcome to these and other new members I may have missed.

NAMGAR GT44

Dick Wallrich, Scott Dougherty and members of the Minnesota MG Vintage Racers in coordination with the NAMGAR (North American MGA Register) organization put on a great event in Dubuque Iowa. The GT-44 ran from Wednesday afternoon July 10th and concluded on Sunday July 14. A big thank you goes to the Julien Hotel. The Julien was a perfect choice to host GT-44. The staff did a very nice job taking care of the everyone's needs. If you have never been to Dubuque or to the Hotel Julien it is worth a trip. The area provides many things to do and sights to see.

Susan and I left for Dubuque on Thursday morning and had a smooth and uneventful drive down highway 52 and various detours (you know it is construction season). Given the short six-hour drive to Dubuque there were many MMGG members who made the drive. The Thursday night reception was a great way to meet new first-time GT attendees and to reconnect with people that we had not seen since our last GT at Lake Lawn and the NAMGAR Regional in Key West.

By the numbers - Three-hundred and seven people attended the event which included 76 first timers. The youngest attendee was seven-teen year-old Amanda McCollugh with her 1959 MGA. Two-hundred sixty people attended the BBQ at Stone Creek Winery and the closing banquet. There were One-hundred sixty-four cars registered and 1 English bike that was registered to Meatloaf. In addition, there were 14 race cars. Kent Prather took first place in his category and Mark Brandow took first place in his. Three-hundred people attended the event which included 76 first timers. The youngest attendee was seven-teen year-old Amanda McCollugh with her 1959 MGA. There were One-hundred sixty-four cars registered and 1 English bike that was registered to Meatloaf. In addition, there were 14 race cars. As Kent Prather took first place in his category and Mark Brandow took first place in his.

One evening 80 MGA's and other attendee cars (like the Quality Coaches MGB Limousine) invaded the nearby town of Galena. Dick and Scott arranged for the main street shops and restaurants to stay open longer. Let the spending begin.

I've attached a photo that was taken at the Stone Creek Winery of the Minnesota MG Vintage Racer group and MMGG members along with David Hobbs in the back row fourth from the right. Hobbs was the keynote speaker Friday night and shared stories of his life as an apprentice at Jaguar Co. any many other stories from his racing and broadcast career. The man is a wonderful storyteller. He made himself accessible to all over the full GT event.

Susan and I had the opportunity to sit with Mr. Hobbs at the Banquet and awards dinner. Just prior to the banquet dinner Susan and I were making small talk with David (I was dressed casual in shorts). Mr. Hobbs looked at me and said, "this is a banquet you know, where are your trousers". Fortunately, someone interrupted, and I made a discrete exit and changed into slacks. As we were seated for dinner David looked at me and said with a smile, "now that's more like it."

There were many highlights over three very full days. The following are some of top ones. The Field of Dreams tour. Sue, I and Buck looked in the corn field for Shoeless Joe Jackson and James Earl Jones. They were not to be found. After visiting the Field, we went to the Promised Land Winery for a sampling and then on to Breitbach for lunch. Each driving tour took us over some great winding and scenic roads.

The "Car Show on the Green" along the Mississippi River was the perfect venue to host the car show. It was very hot that day! So, having a Casino right across the show field provided a good place to get out of the sun and cool down. Like most casinos there are no windows and the siren song of the chiming slot machines required us to keep track of time and to find our way out and back to the car show.

There were some terrific examples of a wide variety of MGA's and some exotic types. Randy and Cindy Byboth's exotic entry, Meatloaf use one of a kind. The photo below says it all. Had they won an award there would have been a riot. Now that would have been fun.

Mark Brandow gave a Technical / story session as to the journey he went on to build his MGA inspired Devin racer. He shared his inspiration at the start of the build, incorporation of the MGA bits and pieces, choosing the engine and drivetrain, paint process and things between "A" to "Z". He was convincing and I bought every word he said about the build. Plus, you can really buy it! I mean it's for sale, just ask Mark.

MG Historian extraordinaire Mr. Piers Hubbard gave an exceptionally detailed history along with the behind the scenes stories of the leaders, design team, and the production of MG's from the first Old Speckled Hen, pre-war cars, post war cars, up to the close of the production of marque in Abington. After the talk Piers fielded questions from the audience. Like David Hobbs he and his wife Linda made themselves available to all at the events and in between. They were great company.

The awards banquet included special recognition some to the Minnesota MG Group members and their cars. They include; Sharron Kelsey, Steve and Diane Rindt, and Mark Brandow. I could continue, but I'll let the photos tell the story. It was a great time and we had a blast.

Best, Paul and Susan Lyon



More NAMGAR 44 Photos



MMGG Officers Meeting Hudson Pizza Hut August 1, 2019 18:00

Present: Al and Jennie Anderson, Gene and Becky Cooper, Andy Anderson, Paul and Sue Lyon, Ed Schultz and Buck Malick.

Diane Rindt sent a written report of Rendezvous 2019. It ended comfortably in the black. Several registrants were no-shows; they will not be given refunds. The policy was clearly written and the club still incurred costs. Paul will obtain two shirts to send the no-shows who paid for them \$15 each.

NAMGAR (North American MGA Registry) 2020 is to be held in Colorado Springs next summer. Organizers would like to offer our MG Girls art on the regalia. It was decided to recommend to the membership at the November 9 Annual Meeting that MMGG offer NAMGAR a non-exclusive license to print their own regalia incorporating our MG Girls design, provided they 1) give us credit for the art in their booklet, 2) give us some consideration and 3) we reserve the right to continue to use the design ourselves (and even similarly license others to use it). Jennie reported we have in inventory 3 men's shirts, 3 caps and about 20 ladies shirts.

Paul confirmed that Rendezvous 2019 will end in the black. One grant is not yet received. Everyone thanks Diane Rindt and the family for leading the stellar event. Paul reported total club assets are over \$12,000, somewhat ahead of the annual average of the past several years. Membership is also up, with 98 paid. However, he has had to send repeated email reminders. Several new families have found us and joined.

Andy has the August 10 Britfest in Hudson organized. He and Buck recorded a Hudson-area Community TV interview with the facts. It is available as a YouTube segment. This year besides encouraging Big Brothers-Big Sisters of NW Wisconsin to sell tickets, we asked the public to bring nonperishable food for the food shelf.

Paul has the August 23 North St. Paul History Cruze organized. MG is the featured marque, with special parking, dash plaques, etc.

Instead of a "Northeast Scavenger Hunt" we will gather at Dawn Williams' house for a picnic September 1st 1:00-5:00, with music.

The Fall Colour Tour on October 12 starts at BMC. Andy planned a route.

The holiday party is under consideration. Paul will inquire about availability of K & J's in North St. Paul for that as well as the November 9 Annual Meeting; Elsie's is not available because of a special event. We can all take a look at K & J's when we are in North St. Paul August 23 for the Cruze.

All these and other club activities are detailed on the website calendar for convenient up-to-the-minute reference.

President Gene, Vice President Diane and Regalia Manager Jennie do not desire reelection.

There was much discussion about ways to build club camaraderie. Officers and old members should make it a point to befriend new faces. Older couples should mentor new couples.

The officers who caravanned to and from Traverse City and Dubuque had great fun. Buck seeks caravanners for Road America-Elkhart Lake September 13-15, 2019; Kenora-Rendezvous June, 2020; Calgary-NAMGBR June, 2020; and Colorado Springs-NAMGAR July, 2020.

Respectfully, Secretary Buck Malick August 2, 2019

MMGG 2019 Calendar of Events



Date	Time	Event Location, Details and Contact	Details/Contact
August 10, 2019	9AM-2PM	BritFest Hudson, WI	See the flyer on Page 10
August 23, 2019	6PM-10PM	North St. Paul History Cruz	See the article on page 9
August 25, 2019		InterMarque Picnic	
Sept 1, 2019	1PM-5PM	MG Picnic	Dawn Williams house, 951 18-1/2 Ave NE, Mpls
Sept. 7, 2019		Wheels & Wings Osceola, WI	https://www.wheelswings.com/car-show-registration-2019.html
Sept 21, 2019		Garage Tours?	TBD
Oct. 12, 2019		Fall Colour Tour/BMC Open House	
Nov. 9, 2019		MMGG Annual Meeting. Location TBD	



A Few More Vintage Ads



MMGG Technical Advisors



Electrical - Jeff Schlemmer jeff@advanceddistributors.com	T-types - Bob Figenskau (952)935-7909
MGA - Brian McCullough brian@bmcautos.com	Tech Coordinators and Bodywork - OPEN
MGB - Randy Byboth W1979MGB@comcast.net	Randy Byboth – 612-408-1500 W1979MGB@comcast.net
Midgets - Brian McCullough (651)462-0145	Steve Nichols – 612-306-1022 seedguys@msn.com
Triple-M - Lew Palmer (651)436-7401	Online Resource: MG Experience http://www.mgexp.com)

Minnesota MG Group member ads will run free for three months, unless you tell the editor to drop them earlier or run them longer. Contact the club or non-member advertisement costs.

All commercial ads must run a minimum of 6 months and must be paid in advance. Send money to Ed Schultz 3750 Majestic Lane Prior Lake, MN 55372. Make checks payable to the MMGG. Send ad to eds74MGB@gmail.com. If you are a member, please indicate this when placing the ad or notice. Please also provide your full name so information can be verified.

MG Service Providers

Steve Rindt
(715) 456-1174

Quality service and restoration.
www.eauclairebritishcar.com
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MG Service Providers





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728 8th Avenue South
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Steve Rixen is... Mobile!



Little British Car
Parts, Service & Consultation in your Driveway!
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Phone # 612-408-1500 ~ Randy Byboth



5041 Beacon Hill Road ~ Minnetonka, MN 55345

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Services Include:

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Randy Byboth ~ EMAIL: W1979mgb@Comcast.net

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SU Carburetors work best when in tip top condition. We will rebuild your carburetors paying special attention to throttle shafts butterflies, floats, dampers and jet assemblies. Speedy turn-around, responsive communication, guaranteed work.

H, HS and HIF carburetor services are offered.

For a quote please email dave@dbraun99.com or visit www.dbraun99.com

MMGG is proud to be affiliated with NAMGB Register. They provide the insurance for our events. MMGG also offers a 5% discount on MMGG membership dues to all NAMGB Register members. Sign up today at :<https://namgbr.org/>



North American MGB Register

FOR SALE ITEMS

GARAGE CLEANOUT-TOO MANY CARS TO CONTAIN- Call Mark-cell (612) 306-0044

1971 MGB ROADSTER

Street racer, custom paint on rotisserie prepped body, chrome removed, no bumpers, roll bar, roller cam motor, overdrive, sway bar, no top or window-fair weather only-\$10,000,



THIS ONE IS SITTING ON MY SHOW FLOOR AT QUALITY COACHES.

1965 MGBGT RALLYE CAR

Rebuilt with fuel cell, twin fuel pumps, roll cage, 5 main race motor, Weber side draft 45DCOE carb, 4 synchro OD, 15" MGC wire wheels-

Sliding sunroof- \$10,000

Call Mark @ (612)306-0044



FOR SALE ITEMS**1967 MGB ROADSTER**

1965 MGB roadster, red with black interior. Less than 58,000 miles, new carpet and soft top. Rebuilt engine and transmission, repaint in 1992. Many extras, same owner for 30 years. Licensed and insured, starts and a driver. Single 12 volt battery. Asking \$12,900.00 David, davidbbrunson@gmail.com



FOR SALE ITEMS

1971/96 BLUE STAR MINI COOPER

1971/96 Blue Star Mini Cooper
 Bought in Germany 14 years ago
 2nd owner
 43,000 miles
 Original leather interior--like new
 Price-\$15,000
 Call Debbie at 612-309-4682



1976 MGB Roadster

Original owner car for sale-
 Owned by Barb, now retired & cruising in her husbands
 chrome bumper MGB.
 Well maintained, well preserved- painted once,
 Twin SUs as an improvement over Single Stromberg.
 Call Mark-(612)306-0044
 \$8000 / make offer. Photo album included, tonneau, top
 cover, tools- all there!



1974.5 MGB Roadster

74.5 MGB for sale 2nd
 owner with O/D good
 shape . Have spare items to go with, for
 more info about this car call , Ken Merrill
 952 475 0539 please leave a message if
 not answered



FOR SALE ITEMS**1968 MGB-GT**

Original California black plate car. Grampian Grey with red interior with black piping. Per British Heritage certificate...numbers matching original motor, factory overdrive transmission, trim red with black piping, wire wheels, octagonal wheelnuts.

Bare metal repaint in Grampian Grey. ZERO rust! Aluminum bonnet. All the hard work is done, just needs to be put back together. Too many projects and time commitments – so needs to move on to someone with the time to finish the job!

Webasto black vinyl sunroof – needs refurbishing.

Includes complete new red carpet set and seat covers/cushions, new front & rear bumpers, new clutch master cylinder, and all original parts...plus some extras picked up over the years.

\$7,500 OBO – many additional pictures available. Call Brad at 218-298-0254 – Ottertail, MN

***Parts and Tires-Free***

Free to a good home...set of 4 BF Goodrich Silvertown Custom Long Miler tires. Size B78-14. Decent tread. Cleaning out the shop! Roof from a 1974 1/2 MGB GT. Bring a trailer and take it home! 218-298-0254 Ottertail, MN

***Four Post Lift for Sale***

For Sale:

Direct Lift - 4 post car lift

\$1,800

7,000 pound lift

(H6'10" X W8' 4" Length 14' 3")

If interested, please call or text 612-710-5010 or call Paul Lyon At 651-246-8017



FOR SALE ITEMS

1961 TR-3A



1961 Triumph TR3A Body# TS75294 Smyrna, GA Asking \$15,250 This TR3A has a 2.0 Litre 4-cylinder engine and a 4-speed manual transmission. The car comes with a cockpit cover, bow stack cover and the convertible top is in good condition. It shows well for its age with some rust around the inside of the right headlamp pocket. It starts and runs well and shifts through all the gears. The transmission does need replacement due to a probable chipped tooth. The dash is in very good condition and all the gauges work. A new stainless-steel exhaust has been installed. The door panels and seats look good with no tears or rips. The electrical system operates normally. The red paint shows some age and has some chips and blemishes. All the chrome is in nice condition and the car has chrome wire wheels. The insurance appraisal on this nice "driver" is \$19,500. Tom Rhodes 678-207-9389 (evenings) or TomRhodesEmail@gmail.com



1952 MG-TD



1952 MG TD Midget, Body# TD22381, Engine XPAG 12204 Smyrna, GA Asking \$15,250 This car has a good running and dependable 1250 CC 4-cylinder engine and a 4-speed manual transmission. This MG comes with all side curtains, a cockpit cover and the convertible top is in fair condition. The car was last restored in the 1970s and shows well for its age. It starts quickly, runs great and shifts through all the gears. The syncros are a bit lazy though. A Dave Clark 4.3/1 rear-end has been installed enabling the car to better keep up with modern traffic. The dash is in very good condition and all the gauges work except for the clock. The door panels and seats show their age, but look good with no tears or rips. The electrical system operates normally and the car has a new generator. The red paint shows some age and has some chips and blemishes with a small dent on the right fender but still has great shine. I have many extra new parts to go with the car including a luggage rack, rubber kit and hub caps. Tom Rhodes 678-207-9389 (evenings) or TomRhodesEmail@gmail.com



REGALIA

Shirts in various styles and colors with custom-embroidered Minnesota MG Logos are now available for ordering. Items can be picked up at the next event or shipped directly to the address you specify. A shipping & handling fee of \$5.00 will be added. Add an additional fee of \$3.00 if you want your name stitched on your purchase. To place orders, contact Jennie Anderson at jasweets55@gmail.com Phone: 952-854-2505



MG Girl Patches
\$14.00 ea

MMGG Patches
\$14.00 ea



MG Girl Tank Top
\$12.50 ea (MMGG Members)



MMGG hats
\$15.00 ea



MMGG Polo Shirts
for men or women
\$24.00 ea to



MMGG Sweat Shirts
\$28.00 each



MMGG Blanket
\$20.00 each

MMGG Denim Shirts
Long and Short Sleeve
\$35.00 each

Ask Jennie Anderson to see the various styles of Jackets (Summer/Fall and Winter) - Hats (Baseball, Stocking Caps, Visors) - T-Shirts Short/Long Sleeve, Tank Tops, Denim Shirts Short/Long Sleeve, Polo Shirts, Dress Shirts, Sweat Shirts Plain/Hooded, Pullover/Zipper. Jennie Anderson jasweets55@gmail.com or Phone: 952-854-2505

Minnesota MG Group Membership Form

The Minnesota MG Group (MMGG) was founded in 1987 and is dedicated to the preservation, restoration, maintenance and enjoyment of all MG cars. MG ownership is not necessary to be a member.

Membership Dues and Discounts*	Annual Dues	Membership #
MMGG Club Dues	\$35.00	n/a
Prompt Pay (April 30 th)	(\$5.00) discount	n/a
NAMGAR or NAMGBR Membership	(\$5.00) discount	
Total Due to MMGG (dependent on discounts)		

Contact Information:

Name: _____ Spouse: _____

Address: _____

Phone 1: _____ Phone 2: _____

Email 1: _____ Email 2: _____

We value your privacy:

Check Box if you DO NOT want your name and Contact information available in the MMGG Member Roster.

MG Information (Year/Color/Model/Original Owner)

Car 1: _____

Car 2: _____

Make checks Payable to: Minnesota MG Group.

Send form and checks to:

Paul Lyon
2589 Seans Way,
North St. Paul, MN 55109

*It is easy to reduce your MMGG Club membership dues. For each of the following you do, you'll receive a \$5 discount: Pay before April 30th, join and provide a registration # for NAMGAR **or** NAMGBR. (Please email a copy of the membership information to Paul Lyon at Plyon1962@gmail.com.

Our club receives direct benefit from NAMGAR and NAMGBR in the form of various insurances to protect our members and volunteers but we do need to ensure a percentage of our member join these organizations so please consider joining!

North America MGA Register: <http://www.namgar.com/>

North America MGB Register: <https://namgbr.org/>